

**Table 57. Movements of Crude Oil and Petroleum Products by Tanker, and Barge Between
PAD Districts, June 2006**
(Thousand Barrels)

| Commodity | From 1 to | | | From 2 to | | | From 3 to | |
|--|------------|-----------|----------|--------------|--------------|----------|---------------|----------------|
| | 2 | 3 | 5 | 1 | 3 | 5 | 1 | New England |
| Crude Oil | 0 | 0 | 0 | 342 | 0 | 0 | 0 | 0 |
| Petroleum Products | 228 | 42 | 0 | 968 | 1,891 | 0 | 20,448 | 0 |
| Liquefied Petroleum Gases | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 0 |
| Unfinished Oils | 45 | 0 | 0 | 27 | 274 | 0 | 84 | 0 |
| Motor Gasoline Blending Components | 0 | 42 | 0 | 26 | 134 | 0 | 230 | 0 |
| Reformulated | 0 | 0 | 0 | 26 | 0 | 0 | 180 | 0 |
| GTAB | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 |
| RBOB for Blending with Ether | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RBOB for Blending with Alcohol | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 |
| Conventional | 0 | 42 | 0 | 0 | 134 | 0 | 50 | 0 |
| CBOB for Blending with Alcohol | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 |
| GTAB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 42 | 0 | 0 | 134 | 0 | 0 | 0 |
| Finished Motor Gasoline | 65 | 0 | 0 | 460 | 210 | 0 | 10,846 | 0 |
| Reformulated | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reformulated Blended with Ether | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reformulated Blended with Alcohol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reformulated (Non-Oxygenated) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conventional | 65 | 0 | 0 | 460 | 210 | 0 | 10,846 | 0 |
| Conventional Blended with Alcohol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conventional Other | 65 | 0 | 0 | 460 | 210 | 0 | 10,846 | 0 |
| Finished Aviation Gasoline | 0 | 0 | 0 | 0 | 17 | 0 | 96 | 0 |
| Kerosene-Type Jet Fuel | 0 | 0 | 0 | 0 | 0 | 0 | 2,430 | 0 |
| Kerosene | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Distillate Fuel Oil | 82 | 0 | 0 | 211 | 504 | 0 | 3,269 | 0 |
| 15 ppm sulfur and Under | 0 | 0 | 0 | 123 | 0 | 0 | 1,218 | 0 |
| Greater than 15 ppm to 500 ppm sulfur | 0 | 0 | 0 | 77 | 504 | 0 | 1,796 | 0 |
| Greater than 500 ppm sulfur | 82 | 0 | 0 | 11 | 0 | 0 | 255 | 0 |
| Residual Fuel Oil | 0 | 0 | 0 | 0 | 423 | 0 | 1,800 | 0 |
| Less than 0.31 percent sulfur | 0 | 0 | 0 | 0 | 0 | 0 | 432 | 0 |
| 0.31 to 1.00 percent sulfur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greater than 1.00 percent sulfur | 0 | 0 | 0 | 0 | 423 | 0 | 1,368 | 0 |
| Petrochemical Feedstocks | 36 | 0 | 0 | 19 | 52 | 0 | 73 | 0 |
| Naphtha for Petrochemical Feedstock Use | 0 | 0 | 0 | 19 | 52 | 0 | 73 | 0 |
| Other Oils for Petrochemical Feedstock Use | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Naphthas | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| Lubricants | 0 | 0 | 0 | 0 | 93 | 0 | 661 | 0 |
| Waxes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asphalt and Road Oil | 0 | 0 | 0 | 225 | 184 | 0 | 825 | 0 |
| Miscellaneous Products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 228 | 42 | 0 | 1,310 | 1,891 | 0 | 20,448 | 0 |

See footnotes at end of table.

**Table 57. Movements of Crude Oil and Petroleum Products by Tanker and Barge Between
PAD Districts, June 2006 (Continued)**
(Thousand Barrels)

| Commodity | From 3 to | | | | From 5 to | | |
|--|---------------------|-------------------|--------------|------------|-----------|----------|----------|
| | Central Atlantic | Lower Atlantic | 2 | 5 | 1 | 2 | 3 |
| Crude Oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Petroleum Products | 552 | 19,896 | 6,203 | 991 | 0 | 0 | 1 |
| Liquefied Petroleum Gases | 0 | 119 | 19 | 0 | 0 | 0 | 0 |
| Unfinished Oils | 0 | 84 | 1,687 | 549 | 0 | 0 | 0 |
| Motor Gasoline Blending Components | 180 | 50 | 1,027 | 347 | 0 | 0 | 0 |
| Reformulated | 180 | 0 | 545 | 347 | 0 | 0 | 0 |
| GTAB | 180 | 0 | 0 | 0 | 0 | 0 | 0 |
| RBOB for Blending with Ether | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RBOB for Blending with Alcohol | 0 | 0 | 545 | 347 | 0 | 0 | 0 |
| Conventional | 0 | 50 | 482 | 0 | 0 | 0 | 0 |
| CBOB for Blending with Alcohol | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| GTAB | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 482 | 0 | 0 | 0 | 0 |
| Finished Motor Gasoline | 0 | 10,846 | 1,085 | 55 | 0 | 0 | 0 |
| Reformulated | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reformulated Blended with Ether | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reformulated Blended with Alcohol | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reformulated (Non-Oxygenated) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conventional | 0 | 10,846 | 1,085 | 55 | 0 | 0 | 0 |
| Conventional Blended with Alcohol | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conventional Other | 0 | 10,846 | 1,085 | 55 | 0 | 0 | 0 |
| Finished Aviation Gasoline | 0 | 96 | 22 | 40 | 0 | 0 | 0 |
| Kerosene-Type Jet Fuel | 0 | 2,430 | 135 | 0 | 0 | 0 | 0 |
| Kerosene | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Distillate Fuel Oil | 0 | 3,269 | 1,099 | 0 | 0 | 0 | 0 |
| 15 ppm sulfur and Under | 0 | 1,218 | 140 | 0 | 0 | 0 | 0 |
| Greater than 15 ppm to 500 ppm sulfur | 0 | 1,796 | 713 | 0 | 0 | 0 | 0 |
| Greater than 500 ppm sulfur | 0 | 255 | 246 | 0 | 0 | 0 | 0 |
| Residual Fuel Oil | 60 | 1,740 | 0 | 0 | 0 | 0 | 0 |
| Less than 0.31 to percent sulfur | 60 | 372 | 0 | 0 | 0 | 0 | 0 |
| 0.31 to 1.00 percent sulfur | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greater than 1.00 percent sulfur | 0 | 1,368 | 0 | 0 | 0 | 0 | 0 |
| Petrochemical Feedstocks | 0 | 73 | 27 | 0 | 0 | 0 | 0 |
| Naphtha for Petrochemical Feedstock Use | 0 | 73 | 27 | 0 | 0 | 0 | 0 |
| Other Oils for Petrochemical Feedstock Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Naphthas | 15 | 0 | 102 | 0 | 0 | 0 | 0 |
| Lubricants | 297 | 364 | 490 | 0 | 0 | 0 | 1 |
| Waxes | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asphalt and Road Oil | 0 | 825 | 507 | 0 | 0 | 0 | 0 |
| Miscellaneous Products | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Total | 552 | 19,896 | 6,203 | 991 | 0 | 0 | 1 |

Source: Energy Information Administration (EIA) Form EIA-817, "Monthly Tanker and Barge Movement Report."